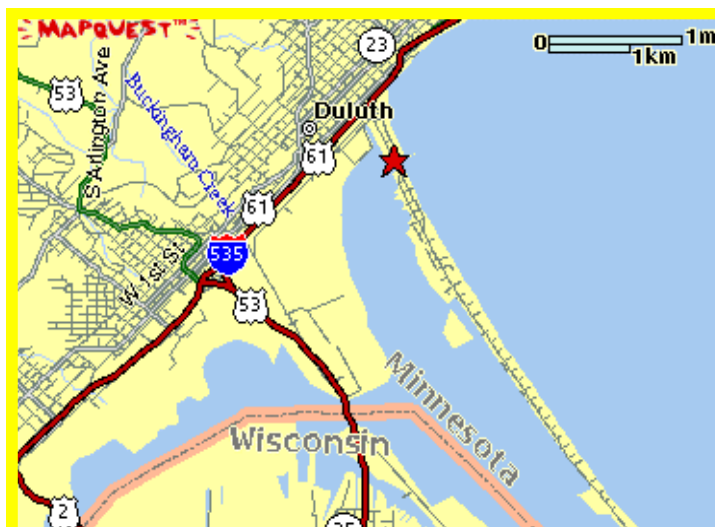




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***2001 – IN REVIEW***



***MARINE SAFETY OFFICE***  
***DULUTH, MINNESOTA***

**U.S. Coast Guard Marine Safety Office  
Duluth, Minnesota**

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Executive Officer	Lieutenant Commander Andrew C. Palmiotto

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Property/Housing	Storekeeper 1 <sup>st</sup> Class R. Web Tuck

**Inspections Department**

Department Head	Lieutenant Mike C. Farrell
Senior Investigating Officer	Lieutenant Commander Greg V. Guenard
Senior Marine Inspector	Chief Warrant Officer Greg J. Schultz
Marine Inspector	Chief Warrant Officer Bud F. Palmer
Assistant Marine Inspector	Machinery Tech. 1 <sup>st</sup> Class Clifford E. Morton
Assistant Marine Inspector	Marine Science Tech. 1 <sup>st</sup> Class Todd C. Mann
Assistant Marine Inspector	Port Security 2 <sup>nd</sup> Class John R. Mikwold
Assistant Marine Inspector	Marine Science Tech. 2 <sup>nd</sup> Class Stacey E. Carlson
Assistant Marine Inspector	Port Security 3 <sup>rd</sup> Class Kevin L. Rofidal

**Port Operations Department**

Department Head	Lieutenant Randall G. Wagner
Assistant Department Head	Chief Warrant Officer Robert N. Hildebrand
Supervisor and Command Chief	Chief Marine Science Tech. James C. Couture
Pollution Invest./Response	Marine Science Tech. 1 <sup>st</sup> Class Candy L. Davis
Pollution Invest./Response	Marine Science Tech. 2 <sup>nd</sup> Class Eben E. Wilson
Pollution Invest./Response	Marine Science Tech. 3 <sup>rd</sup> Class Ryan L. Moehn
Pollution Invest./Response	Marine Science Tech. 3 <sup>rd</sup> Genevieve J. Aragon
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Pollution Invest./Ballast Water	Marine Science Tech. 1 <sup>st</sup> Class Blaine R. Shelton
Pollution Invest./Sea Partners	Marine Science Tech. 1 <sup>st</sup> Class Ed T. Moroney

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## From the Captain of the Port

During the past month or two, I have frequently referred to the Coast Guard as a 3M Company. Although I appreciate the approving smiles and comments about use of the Northland vernacular, I have to clarify that I am not comparing us with the successful “sticky notes” company down in Minneapolis. Rather, I am highlighting the fact that the Coast Guard is a maritime, military and multimission organization.



This year we have been doing all three M's. We started the year overseeing the successful salvage of the dredge barge that was partially blocking the Duluth Ship Channel. During the middle of the year we were engaged in two major oil spill response drills, and at the end of the year we shifted our focus to port security in the wake of the September 11<sup>th</sup> tragedy.

While I'm extremely proud of every member of this command and what they have accomplished, I am most proud of our relationship with you. What you will read in this pamphlet are success stories that you helped make possible. You should say to yourself, “I was part of that accomplishment!” and feel proud about your contribution. The work we do together is important. The goals of Safety, Protection of Natural Resources, Mobility, and Maritime Security will always be crucial to the success of the maritime industry. I am gratified that you are willing to help us on these essential missions. Your support was critical to helping us make it through a very challenging year.

*CDR William J. Diehl*

## Maritime Security

*Protect our maritime borders from all intrusions by halting the flow of illegal drugs, aliens, and contraband into this country through maritime routes; preventing illegal fishing; and suppressing violations of federal law in the maritime region.*

In the wake of the terrible events of September 11<sup>th</sup>, MSO Duluth's personnel answered the call to protect and safeguard our ports and areas of responsibility. Over 1000 personnel-hours were spent on patrolling an area that covers the upper half of three states and shares approximately 450 miles of border with Canada.

MSO Duluth personnel stepped up their involvement with federal, state and local law enforcement agencies to share intelligence, pool resources, and to reduce the risk of security breaches occurring in the maritime environment.

MSO Duluth teamed up with the Duluth Seaway Port Authority, waterfront facility operators, and maritime law enforcement agencies to create the Duluth-Superior Seaport Security Taskforce. Through this taskforce we established a risk-based vulnerability ranking of the ports and surrounding area. A Harbor Security Handbook was developed to assist first responders in identifying each waterfront facility's physical description, hazards, cargo, security measures, and to quickly contact facility personnel.

Training has been a large part of our involvement with the maritime law enforcement community. MSO Duluth developed a Unified Command System training program tailored to law enforcement's upper management. This training was given to over thirty senior leaders of city, county, state, and federal agencies of two states. MSO Duluth also helped to coordinate the first joint maritime terrorist incident exercise in the Wisconsin and Minnesota area. Tactical response teams from federal and county agencies successfully countered real life terrorist scenarios on board a laid up U. S. laker in the port of Duluth-Superior.



***Homeland Security begins with you!***





## **Mobility**

*Facilitate maritime commerce and eliminate interruptions and impediments to the economical movement of goods and people, while maximizing recreational access to and enjoyment of the water.*

Each year, U.S. and foreign vessels make over 1,500 port calls into Duluth/Superior and neighboring ports along Western Lake Superior. Of the total number of vessels that visited, we conducted over 60 scheduled exams on foreign vessels, which accounted for 38% of the exams conducted in 2001. Overall we experienced a 57% increase in foreign vessel compliance, providing further evidence that we are fulfilling our mission in eliminating substandard vessels calling to the port of Duluth-Superior.

After remaining on Duluth's harbor bottom throughout the 2001 winter ice season, the Billington #1 dredge barge was successfully raised. The operation was completed safely, using air and high volume submersible pumps to salvage the vessel. After raising the barge, a complete survey was conducted that revealed significant deficiencies and major hull damage which contributed to the sinking.

Again this year we were proud to be part of the Harbor Technical Advisory Committee (HTAC), which has been successful in addressing inter-modal planning and port issues in the Duluth-Superior Harbor. These efforts didn't go unnoticed on a national level; in 2001 the HTAC received the Association of Metropolitan Planning Organization's 2001 National Award for Technical Merit, which recognized the HTAC for its accomplishments.

Low lake water levels and shoaling were again serious concerns that hampered commercial vessel traffic throughout the entire system. This year in Duluth-Superior, severe spring rainstorms caused a serious shoaling problem at the mouth of the Nemadji River where it empties into the Superior Harbor channel. Working with the HTAC and the ACOE, this issue was identified and emergency dredging quickly conducted.

## **2001 Summary**

### **Safety**

- In 2001, we conducted over 160 vessel boardings. This heightened level of safety awareness resulted in a 57% increase in foreign vessel safety compliance and a 30% reduction in the number of marine casualties overall.
- With the growth of both our Small Passenger Vessel and Uninspected Passenger Vessel fleets, we expanded our oversight of random drug and alcohol testing programs.

### **Protection of Natural Resources**

- To improve our regional response posture, we partnered with the Canadian Coast Guard and National Park Service to deploy oil spill response equipment at Isle Royale National Park. This deployment was a first for the middle of Lake Superior.
- As part of the national response preparedness program we united with Murphy Oil USA and Great Lakes Fleet to develop, organize, and initiate a highly successful PREP drill. 32 local, state, and federal agencies participated in the three-day event.

### **Mobility**

- We oversaw the salvage operation on the Billington #1 dredge barge. The barge was successfully raised and removed from Duluth Harbor Channel.
- The Harbor Technical Advisory Committee received the 2001 National Award for Technical Merit in recognition of their success in addressing inter-modal planning and port issues in Duluth-Superior Harbor.

### **Maritime Security**

- After the 9/11 attacks on America, we increased our security patrols of the port area. Since that date, over 1000 hours have been spent protecting our port's critical infrastructure.
- We established a Duluth-Superior Seaport Security Taskforce to identify the risk of maritime terrorism and assessed the vulnerability of port operations and assets for the Duluth-Superior Harbor.



### **Safety**

*Eliminate deaths, injuries, and property damage associated with maritime transportation, fishing, and recreational boating.*

Our number one goal remains—to save lives. Over the past year Western Lake Superior’s maritime accident rate dropped by 30%. Our focus this last year was public outreach and education programs. By holding safety training and working with the operators of the ore carriers, tribal fishing vessels, and charter fishing vessels, we were successful in our prevention through people approach to safety.

During 2001, the remainder of USS Great Lakes Fleet’s vessels were enrolled in the Streamlined Inspection Program (SIP); this included the CALLOWAY, CLARKE, ANDERSON, and MUNSON. By using the SIP approach, the boats met higher safety standards (ISM/ISO 9000) by empowering the crews to correct discrepancies on their own vessels, without waiting for Coast Guard direction. This office also oversaw the multimillion-dollar automation and engine room refurbishment aboard the CASON J. CALLOWAY. With a new burner management and full boiler automation system, this vessel is the first of its kind on the Great Lakes to undergo such an enhanced upgrade.

Partnering with the Coast Guard Auxiliary and National Park Service, the Uninspected Passenger Vessel (UPV) inspection program successfully continued with increased operator participation and compliance, especially in the northern Minnesota region. Working in tandem with both organizations, we were able to expand our services and provide better customer assistance, focusing closely on drug and alcohol testing requirements. Thus, we were able to reduce the potential for drug-related marine casualties while enhancing the overall safety of the charter vessel fishing fleet.

Working with our stations in Portage, Bayfield and Duluth, we provided Commercial Fishing Vessel (CFV) examiner training to the Keewenaw, Red Cliff, and Bad River Tribes. This expanded their number of examiners and increased the number of tribal vessels receiving examinations. We also conducted training with the tribes utilizing the Ninth District CFV portable damage control trainer.

### **Protection of Natural Resources**

*Eliminate environmental damage and natural resource degradation associated with maritime transportation, fishing, and recreational boating.*

Isle Royale National Park is the most important pristine wilderness attraction and ecological resource in Lake Superior’s marine system. MSO Duluth worked closely with the National Park Service in staging 2,600 feet of oil spill containment boom at strategic locations on Isle Royale to protect the environment in case of an oil spill near the island.

This spring we worked with the Canadian Coast Guard, the National Park Service, Customs and Immigration from both sides of the border, and the state of Michigan to conduct a binational oil spill drill on Isle Royale. Effectively testing the cross border transfer of equipment, joint operations and the unified command system, over 1,200 feet of containment boom and two skimmers were deployed to protect some of Isle Royale’s most sensitive areas.

In 2001, we expanded our unannounced oil spill response plan exercise program. Focusing on mobile fuel transfer facilities, we successfully identified and corrected facility response plan issues that could have adversely impacted the area’s response strategies in the event of a real spill. Additional exercises are planned for 2002.

The highlight of the year was the Industry Led Preparedness for Response Exercise Program (PREP) sponsored by Murphy Oil USA, Inc. - Duluth Marine Terminal. The two-day exercise went far to solidify relationships built over the years and brought to light both positive and negative aspects of the Area Contingency Plan, generating many lessons learned. Over 30 agencies, including the Fond du Lac Tribe of the Chippewa Nation, participated in design and execution of the drill, which covered two cities, two counties, and two states within the Duluth/Superior Harbor area. Overall, it was a very successful exercise for all agencies. A copy of the after-action report is available from our Port Operations Department.

